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206 N. BROADWAY, ST. LOUIS.

## ROUND TRIP RATES

September

TO

ATLANTA, \$12  
CHATTANOOGA, \$13  
ROME, \$13  
JACKSONVILLE, FLA., \$16.00  
PALATKA, \$18.00  
TAMPA, \$20.00

Rates to all Points South.  
Liberal Return Limits.

J. E. DAVENPORT,  
Division Passenger Agent.

## MARTROM D. LEWIS WEDS MISS LILLIAN BRIEGLER.

Former Recorder of Deeds' Marriage to Prominent Methodist Church  
Worker a Surprise Except to Near Relatives—Doctor Sharp  
Sacrifices Vacation and Travels 1,500 Miles to Perform Cer-  
emony—Bride Comes From St. Clair, Mo.



MRS. MARTROM D. LEWIS.  
(Who was Miss Lillian Briegleb of St.  
Clair, Mo.)

MARTROM D. LEWIS,  
Well-known St. Louis attorney and his bride, who were married last evening at Lafay-  
ette Park M. E. Church, South.

Martrom D. Lewis of No. 3515 Longfellow  
boulevard, former Recorder of Deeds, and  
Miss Lillian Briegleb of St. Clair, Mo., were  
married last night in the Lafayette Park M.  
E. Church, South, by the Reverend Doctor  
T. E. Sharp, who sacrificed three weeks of  
his summer vacation, and traveled more  
than 1,500 miles to perform the ceremony.

The wedding came as a complete surprise  
to the friends of Mr. Lewis and his bride.  
At her home in St. Clair no one but the  
immediate members of the family were  
aware that the ceremony was to be per-  
formed.

Accompanied by her brother, Doctor  
Charles Briegleb, and a sister, Miss Lena  
Briegleb, the bride arrived in the city late  
yesterday afternoon. The ceremony was  
performed at 7:30 o'clock, and Mr. and Mrs.  
Lewis departed immediately afterward for  
a trip to Michigan and Wisconsin summer  
resorts, where they will spend their honey-  
moon.

A widower of six years and interested in  
the Scarsville Training School, Mr. Lewis  
met his bride-to-be, who was then a  
student, perfecting herself for the work  
of a deaconess in the Methodist Church.  
Must have been a very interesting church  
work, Mr. Lewis was attracted to the  
young woman, who responded to the

interest he showed. The courtship followed,  
and less than a month ago the date for  
the wedding was chosen.

Mr. Lewis belongs to Doctor Sharp's  
church, and the pastor is a personal friend  
of Mrs. Lewis. It was decided that he  
should perform the ceremony. The minister  
was invited to do so, and accepted the in-  
vitation.

A short time afterward the church  
granted a vacation to Doctor Sharp. The  
date for the wedding was less than a month  
off, however, and Mr. Lewis secured from  
Doctor Sharp before he left the city, a  
promise to return in time to officiate at  
the wedding on August 27.

The minister cut his vacation short, and  
arrived in the city yesterday afternoon. At  
the wedding in the church the following  
were present: Doctor Charles Briegleb and  
Miss Lena Briegleb, brother and sister, re-  
spectively, of the bride; Mr. Rufus A. Lewis  
of Crescent, Mo., a brother of the bride-  
groom; Mrs. George Frazer of Glencoe,  
Mo., a sister of the bridegroom; Mr. John  
Herman, who was associated with Mr.  
Lewis while he was serving as Recorder of  
Deeds; Mr. George Seely, a St. Louis real  
estate man, and little Miss Mary Margaret  
Lewis, the 12-year-old and only child of the  
bridegroom.

Mr. Lewis, since his retirement from office,  
has resumed the practice of law.

## BREWERY ENGINEERS AND FIREMEN STRIKE.

Action Result of Organizations'  
Fight to Control Em-  
ployees.

MEN ASK INCREASED WAGES.

Representatives of Labor Unions  
Say No Beer Is Being Brewed  
and That Employers Will  
Force a Settlement.

Sixty-five engineers and 110 firemen went  
out on a strike yesterday at the several  
breweries throughout the city. They de-  
mand an increased pay for the engineers of  
about \$3 a week and 30 cents an hour in-  
stead of 25 cents for the firemen.

The root of the trouble is an attempt of  
the Brewery Workers' International Union and  
the combined efforts of the International  
Union of Steam Engineers and the Broth-  
erhood of Stationary Firemen to control the  
engineers and firemen in the breweries.

G. V. Lighthall of Chicago, the president  
of the International Union of Steam En-  
gineers, and C. L. Shamp of Toledo, O., the  
secretary and treasurer of the International  
Brotherhood of Stationary Firemen, are  
in the city to look after the interests of  
their respective organizations.

The Brewery Workers' International  
Union alleges that it has jurisdiction over  
the engineers and firemen and should dic-  
tate the terms of any contracts made with  
their employers, as the organization is  
made up of about 90 per cent of the em-  
ployees of the breweries.

The Engineers' Union and the Firemen's  
Brotherhood make the same assertions, and  
affirm that engineers and firemen are a  
distinct class of labor and should be un-  
der the control of their organizations.

Lighthall and Shamp both stated last night  
that their organizations had the support  
and endorsement of the Central Trades and  
Labor Council of this city.

They said that the Brewery Workers  
had refused to abide by a decision rendered  
by the American Federation of Labor at its  
convention in New Orleans in November  
last.

This decision is as follows:  
All engineers and firemen employed in brew-  
eries must belong to their respective international  
unions and that an agreement shall be drawn up  
between the Brewery Workers, the engineers and  
firemen, in effect that when a trade difficulty  
arises affecting the interests of either one, all  
three organizations must co-operate in adjusting  
the dispute; the said agreement to be drawn up  
by two members of each of three organizations  
and two members of the Executive Council of the  
American Federation of Labor, the committee to  
meet within sixty days after adjournment of this  
convention.

## COL. AGUIAR WILL ARRIVE TO-DAY.

Commissioner General From Bra-  
zil to World's Fair Departs  
From New York.

REPUBLIC SPECIAL.

New York, Aug. 27.—Colonel De Souza  
Aguiar, Commissioner General from Brazil  
to the World's Fair, left this city for St.  
Louis this morning in a special car over  
the Pennsylvania Railroad. He will arrive  
in St. Louis to-morrow at noon.

Colonel Aguiar is accompanied by his wife  
and six children; his secretary, Secunha  
Pires, and Doctor Baptiste de Motta, his  
aid, or Deputy Commissioner.

Before departing Colonel Aguiar said that  
his first duty would be to select a site for  
the Brazilian building, which he will design  
himself. He has not yet drawn the plans,  
and the size and style of the structure will  
depend altogether upon the site assigned to  
Brazil.

The Commissioner, who is 48 years old,  
designed and constructed the Brazilian Gov-  
ernment building at the Chicago World's  
Fair. He said the structure which will be  
raised at St. Louis would be an improve-  
ment on the last effort and would cost  
about \$100,000.

As to Brazil's exhibit, he said:  
"Our principal exhibits will be in liberal  
arts, although forestry, mining and agri-  
culture will play prominent parts. We had  
the grandest display of forestry at Chicago  
and we hope to do better at St. Louis. Of  
course, Brazil is not much of a manufactur-  
ing country, but we will surprise some vi-  
sitors by the display we will have in our  
manufactures."

"Natural products, such as rubber, coffee  
and cocoa, will be shown in all stages of  
growth, and, taken all together, we will  
show something well worth a few hours'  
visit."

Will Not Receive the Friars  
Argentina, Brazil and Uruguay  
Opposed to Exiles From France.

SPECIAL BY CABLE TO THE NEW YORK  
HERALD AND THE ST. LOUIS REPUBLIC.  
Buenos Ayres, Argentina, Aug. 27.—(Copy-

CASTORIA For Infants and Children.  
The Kind You Have Always Bought

Bears the  
Signature  
Charles H. Johnson

## THE MEYER STORE

COR. BROADWAY & WASHINGTON.

CHARLES A. STACY, RECEIVER.

This Store Is Open for Business as Usual.

## RECEIVER'S SALE

COMMENCES

## FRIDAY MORNING

The Stock Consists of Men's, Ladies', Boys' and Girls'  
Clothing, Shoes and All Kinds of Dry Goods.

## CHICAGO EXCURSION

\$6.00, \$6.50, \$7.50

ROUND TRIP.

## ILLINOIS CENTRAL

Friday, Sept. 4th, and Saturday, Sept. 5th

Good Returning Monday, Sept. 7th.

ALL PARTICULARS AT CITY TICKET OFFICE,

308 NORTH BROADWAY.

right, 1903.—It has been definitely decided  
that the friars expelled from France shall  
not come to Argentina.  
The North German Lloyd Steamship Line  
has dropped its proposal to bring 6,000 friars  
to South America, as the Governments of  
Argentina, Brazil and Uruguay have de-  
clared they are not disposed to receive that  
class of immigrants.

## Life of Leo XIII

One Grand Volume—Nearly 800 Pages  
Profusely Illustrated

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nouncement to Readers.

THIS BOOK

Is an official biography of the venerable Pontiff  
and can be furnished all subscribers within 30  
days. It will be complete to date, including a  
full account of the Pope's death and description of  
the funeral ceremonies. It will be printed  
in the English, French and German languages.

## This Life of Pope Leo XIII

Was written by Right Reverend Bernard  
O'Reilly, DD., LD., D. Litt. (Laval), domestic  
prelate of his Holiness Pope Leo XIII and Pro-  
fessor of Theology. It will be found an au-  
thoritative and most important contribution to  
historical literature as well as a book of abso-  
lute fascination. The author has told an au-  
talying length the full story of the remarkable  
career of Leo XIII, and has thrown a clear,  
illuminating light upon one of the most in-  
teresting and significant figures of the age. The  
result is a work whose value, already great, is  
destined to increase with the passing years.

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The Republic for one year, by mail or through  
the local newsdealer, the price will be \$6.00. 5  
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month for the other 4 months. This reduces the  
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## THE REPUBLIC

St. Louis, Mo.

## RAILWAY EARNINGS SHOW INCREASE.

Central and Western Lines Show  
Heavy Gains in Reports  
Made to Date.

SOUTHERN ROADS DID WELL.

Chicago and Alton Made More Per  
Mile Than Any of the  
Western or Southern  
Systems.

The gross earnings of all railroads in the  
United States reporting for August to date  
amount to \$14,238,735, a gain of 3.5 per cent  
over the earnings for the same period last  
year, and 18.2 per cent over the same period  
1901.

The increase is mainly on the Central and  
Western lines, though the Southern and  
Southwestern roads report a considerable  
increase, which will be much greater when  
the corn crop begins to move.

The gains made by the granger lines is  
small, due to the slow movement of grain.  
Following is a list of the roads reporting  
earnings for August to date, as compared  
with the same period last year:

Road	1902	1901	Gain
Trunk	\$1,230,801	\$1,157,799	\$73,002
Central Western	3,284,871	3,047,854	\$237,017
Grangers	608,857	584,590	\$24,267
Southern	2,006,919	1,854,558	\$152,361
Southwestern	1,232,515	1,186,482	\$46,033

Road	1902	1901	Gain
United States roads	\$14,238,735	\$13,784,884	\$453,851
Canadian	1,878,000	1,754,000	\$124,000
Mexican	1,801,468	1,722,459	\$79,009
Totals	\$17,918,203	\$16,261,343	\$1,656,860

For the fiscal year ending June 30, the  
earnings of the Chicago and Alton per mile  
were the largest of any of the Western or  
Southern roads.

The earnings of this road amounted to  
\$11.90 per mile, being an increase of 10.2  
per cent over the figures for the preceding  
year.

Next to the Alton the Illinois Central  
made the best earning record per mile,  
with \$10.90 a mile, an increase of 5.4 per  
cent.

The Louisville and Nashville comes third,  
with \$10.30 a mile, an increase of 12.4 per  
cent.

The Mexican Central shows an increase  
of 16.5 per cent a mile, and the Burlington  
of 16.5 per cent a mile.

The Chicago and Northwestern was the  
only Western road that showed a decrease  
in gross earnings per mile, the earnings  
being \$7.50 per mile, against \$8.00 per mile  
the preceding year, or a decrease of 6.3  
per cent.

The Pennsylvania, however, left all the  
roads in the country far behind in the race  
of earnings—gross \$33.50 per mile, an in-  
crease of 10.2 per cent.

The Grand Trunk showed the greatest  
increase in gross earnings, the increase  
being 23.3 per cent per mile. This heavy  
increase was approached only by that of  
the Norfolk and Western, which was 20.7  
per cent.

C. & A. Blockade.

REPUBLIC SPECIAL.  
Bloomington, Ill., Aug. 27.—Owing to the  
blockade in freight traffic on the western  
division of the Chicago and Alton and also  
on account of the long-continued sickness  
of Superintendent William Corbett, two  
transmitters have been appointed to handle  
the division. Morgan Drake will handle the  
territory between Mexico and Roodhouse  
and J. L. Marquette between Roodhouse and  
Kansas City. Frank Miller has been ap-  
pointed acting traveling engineer to serve  
until the blockade is lifted.

Will Enter Council House.

St. Paul, Aug. 27.—Chicago Great Western  
trains will enter Council Bluffs Tuesday for  
the first time, and within a month tem-  
porary service will be established into Oma-  
ha over the new construction, on which  
crews have been at work for two years.

J. K. VARDAMAN IN THE LEAD.

Returns Indicate His Nomination  
for Governor.

Memphis, Tenn., Aug. 27.—Very incom-  
plete returns from the Mississippi primary  
election held to-day received by the Com-  
mercial Appeal up to 10 o'clock to-night

showed that James K. Vardaman, the  
Democratic candidate, had received the largest  
number of votes in the Delta and in the  
lower Mississippi valley.

The vote appears to be about as heavy  
as that of the first election.

MRS. ALICE WILLIAMS.  
Federal, Ky., Aug. 27.—Mrs. Alice Williams, 85  
years old, died here to-day.

## LAWYERS FORESEE DANGER IN GREAT COMBINATIONS.

American Bar Association Devotes  
Better Part of the Day to Con-  
sidering the Legal Aspect of the  
Trust Question—Report of Com-  
mittee on Commercial Law, Recommending Additional Taxation  
for Large Corporations, With  
Demand for Better Service as an  
Alternative.

OPINION IS STRONG THAT MERGERS SHOULD BE CHECKED.

Hot Springs, Va., Aug. 27.—Trusts formed  
the principal topic of discussion at to-day's  
session of the American Bar Association.

Though no definite action had been taken  
late to-night, remedies had been proposed  
for existing economic evils which may yet  
become embodied in statutes of the various  
States and the United States.

The discussion started when Walter S.  
Legan of New York made a verbal report  
from the Committee on Commercial Law. He  
commended the national bankruptcy law,  
and then discussed the trust question. He  
said it would have to be settled by the law-  
yers; if they did not, the demagogues would  
do so.

"If combinations continue, competition will  
cease, and commercial jurisprudence will  
eventually be entirely changed. The com-  
mittee has reached the unanimous conclu-  
sion that moderate industrial combinations  
should be stayed."

Charles F. Anderson of Nebraska said  
the report was calculated to rend the asso-  
ciation asunder. He asked that the re-  
port be read. There was opposition to the  
motion and considerable confusion.

The convention, however, agreed to hear  
the report at once.

On the subject of trusts, the report says  
it is the important question now before the  
American bar. It says combinations are  
rapidly driving out of business the small  
dealers and the small producer. These two  
great numbers have furnished the largest  
number of petitioners in bankruptcy courts,  
but now industrial combinations of  
gigantic magnitude, too large for a bank-  
ruptcy court to manage and too rich to  
need ever be called before it, have been  
substituted.

The report adds:  
"The modern combination's primary objec-  
t is to control trade and commerce in plain  
articles of production, and substitute a more  
or less perfect monopoly in place of a more  
or less free competition. It changes entirely  
the basic principle of competitive response  
between man and man, and it is to be  
continued to grow and develop in the future  
as in the past. It is a great and a very  
important change in the principles of our  
commercial laws. Combination is an eco-  
nomic evil, and it is just coming to take the place  
of competition."

The producers are combining, the trans-  
portation companies are combining, transac-  
tions are combining, and everything seems  
to be coming to a head. Labor unions are en-  
larging the spheres of their activity and  
extending their operations. The combination  
of the employers is all the stronger and  
more far-reaching than the union of the  
workmen.

"We are now having combinations of  
combinations. The United States Steel Cor-  
poration is a combination of a dozen  
different producers, who themselves  
were combinations of still other pro-  
ducers, and these in turn offered com-  
binations to still other producers. It is a  
multitude of sources that go to make up  
the volume of the swollen trade."  
The property which the Amalgamated Cop-  
per Company now controls was once per-  
haps a thousand mining claims, each one  
very likely owned in common by a half  
dozen miners.

COMBINATIONS COMBINED.  
"The department-store trust has combined  
the business of hundreds of merchants,  
some portions of which they acquired by  
purchase and others in some other way. It  
is estimated that the Standard Oil Com-  
pany has taken by contract or by force  
the business of ten thousand corporations  
and merchants in all parts of the Union.  
The property of the railroad lines in this  
country have been made up by the com-  
bination of hundreds of smaller lines, some  
combinations of one and others combinations  
of many lines."

The ambition of the shipping trust, per-  
haps the greatest of the great American com-  
bines, has been to control all the ships that  
sail the ocean. A hundred years ago there  
were hardly two ships owned by the same  
individual or corporation, and even fifty  
years ago there was scarcely a ship  
owned by an individual or corporation that owned  
half a dozen ships.

UNIVERSAL TRUST.  
"The steps toward the formation of one  
universal industrial corporation, which  
shall crowd out all other corporations and  
assume to itself all the industries of the  
land, have already been more than half  
taken. It is not so far to go from now to  
the end as we had to go to reach present in-  
dustrial conditions."

"A monopoly is economically desirable;  
that is, for the monopolist. The United  
States Steel Corporation is a monopoly in  
matter what it sells them for, its goods  
cheaper than the elements out of which the  
combination is composed. It is a monopoly  
in the sugar trust, which is economically  
correct, for whereas the individual sugar  
refiners lost money on sugar capitalization,  
the sugar trust pays big dividends on a  
large capitalization. The railroad combina-  
tions are economically impracticable, for they  
pay. If Mr. Morgan's Shipping Trust and  
Schwab's Shipbuilding Trust are failures,  
they are exceptions to the rule."

We cannot, therefore, rely on natural  
forces on the laws of supply and demand  
or on economic considerations to limit the  
growth of modern combinations. If they  
are undesirable, if the people of the Amer-  
ican nation would be better off without  
them or with limitations put on them, they  
must put those limitations on by the action  
of their legislatures, their Congress and  
their courts. The American bar must act  
and the American Bar Association must  
take the lead."

If the Northern Securities Corporation  
had been allowed to go on, the next thing  
to follow it would naturally have been a  
United States Securities Corporation, which  
would hold the majority of the stock of ev-  
ery railroad where the American people live.

TO MEET IN ST. LOUIS IN 1904.  
Association of Box and Shook  
Makers Adjourns at Boston.

REPUBLIC SPECIAL.  
Boston, Mass., Aug. 27.—The National  
Association of Box and Shook Makers, which  
has been holding its convention here, closed  
to-day. St. Louis is the seat of the next  
annual meeting. About 30 delegates were  
present.

One of the principal addresses of the con-  
vention was by Al Gundlach of St. Louis,  
who discussed the subject, "How to Get  
the Shookmakers and the Nail-makers to  
Work Closer Together."

Yates Grants Sick Pardon.  
REPUBLIC SPECIAL.  
Springfield, Ill., Aug. 27.—Governor Yates  
to-day pardoned John Lemley, 72 years old,  
who has been serving a life sentence at the  
Chapin Penitentiary, for murder. Al-  
though having a wife and family, Lemley  
was infatuated with a young woman, when  
relied with the gun and shot him. Lem-  
ley is not expected to live more than a few  
days. Governor Yates granted the par-  
don without waiting for action by the  
Pardon Board.